

AFS-600

Regulatory Support Division

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THE HUNT FOR OCTOBER

By now many of you are aware that you did not receive the October issue of the Designee Update. We recently discovered that only 17,000 labels were printed instead of 76,000. If you did not receive the October issue, you may view our Web site and obtain any or all of the back issues. The old adage "If it hasn't happened yet, it will," did!

If you're curious, the subject titles in the October issue are: Emphasis On Night Qualifications; Airport and Runway Markings; Advisory Circular AC 61-65D; Computer Generated Forms; Airworthiness Directives; Bye Bye FAA Form 8060-7; Have You Sent In Your Change Of Address; and LAHSO.

NEB RECORDS AUDIT

The National Examiner Board (NEB) has received complaints from pilot examiner candidates alleging that some examiner candidates may have been selected without going through the selection process

with the Board. At the time of this writing, a records audit is in progress of the Designated Pilot Examiner Program.

In 1995, the NEB provided General Aviation Operations Bulletin (HBGA 99-03-A, amended 7/8/99), depicting the national selection process which is to be adhered to. This bulletin includes all pilot, mechanic, and parachute rigger designee candidates.

REPORTING MOTOR VEHICLE ACTIONS

According to the FAA, many pilots still claim they are not aware of the requirement to report motor vehicle actions (MVA) within 60 calendar days in accordance the FAR Section 61.15. For the purposes of Section 61.15(c) an administrative action consists of a conviction, cancellation, suspension, or revocation of a driver license.

Examples of administrative actions include a conviction, cancellation, suspension, or revocation of a driver license for driving with an excessive blood alcohol level or refusal to submit to a chemical or blood test. Airmen should be aware that the nature and duration of administrative actions varies among the states, and that a separate notification letter is required for each action. For example, many times an airman's driver license will be suspended at the time of arrest for driving under the influence of alcohol. At this point the airman should submit a notification letter regarding the driver license suspension. At a later date if the airman receives an alcohol-related conviction, then a second notification letter is required. This situation is ultimately viewed as one alcohol-related incident because it arose from the same event. The

report must include the following information:

- The person's name, address, date of birth, and airman certificate number;
- The type of violation that resulted in the conviction or the administrative action
- The date of the conviction or administrative action
- The state that holds the record of conviction or administrative action
- A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously-reported motor vehicle action.

Please mail or fax the report to: FAA, Civil Aviation Security Division (AMC-700), PO Box 25810, Oklahoma City, OK 73125, (fax 405 954-4989). More detailed information can be obtained by connecting to:

<http://www.mmac.jccbi.gov/cas/duidwi>

where you can also find a sample report, or by calling 405 954-4848. (Article from Airwaves) Windsor Locks FSDO.

E-MAIL FOR DESIGNEE's.

Pilot and mechanic designee's can now receive changes regarding policy and regulations simply by submitting their e-mail address. There are two lists that a designee may subscribe to without cost. Send a BLANK e-mail to one or both of the following addresses:

For Operations, the address is:

join-opsdesignee@silver.lyris.net

For Airworthiness, the address is:

join-awdesignee@silver.lyris.net

You will receive a message back asking for confirmation. Reply to that message and you will be on the list.

“GLIDER SLIPS”

For you folks who operate in the glider community, the April 1999 Private and Commercial Pilot-Glider Practical Test Standards include a landing TASK entitled “Slips to Landing.” In the objective, the

applicant is required to “establish a slip without the use of drag devices” and then complete a landing. We have had questions on whether the applicant should complete the landing, with or without the use of drag devices.

There was never any intent to require an applicant to complete the landing without the use of drag devices. The applicant is only required to demonstrate a slip (forward or side) without using drag devices, to position the glider for a safe landing. Element 6 of the TASK states; “make smooth, proper, and positive control applications during recovery from the slip.” Once this has been accomplished, the maneuver being evaluated is over. The applicant then lands the glider within the designated landing area, using drag devices as appropriate.

Most important for examiner standardization, the examiner should not add or decrease elements to this task, or any other task, by asking the applicant to do more or less than is required.

PILOT EXAMINER SEMINARS

January 10-14	Oklahoma City, OK	Initial
January 18-19	Allentown, PA	Recurrent
January 19-20	Minneapolis, MN	Recurrent
January 26-27	Oklahoma City, OK	Recurrent
January 26-27	Orlando, FL	Recurrent
February 9-10	San Antonio, TX	Recurrent
February 10-11	Houston, TX	Recurrent
February 16-17	Atlanta, GA	Recurrent
February 16-17	Denver, CO & Casper, WY @ Denver, CO	Recurrent
March 8-9	Miami, FL & San Juan, PR @ Miami, FL	Recurrent
* Note: The San Juan, PR seminar was canceled last October due to the hurricane and is rescheduled at Miami, FL.		
March 8-9	San Diego & Riverside, CA @ Temecula, CA	Recurrent
March 13-17	Oklahoma City, OK	Initial
March 22-23	Seattle, WA	Recurrent
March 22-23	Spokane, WA	Recurrent
April 5-6	Sacramento, CA	Recurrent
April 5-6	Cleveland, OH	Recurrent
April 19-20	Des Moines, IA	Recurrent
May 3-4	Kansas City, MO	Recurrent

May 3-4	Salt Lake City, UT & Boise, ID @ Salt Lake City, UT	Recurrent
May 8-12	Oklahoma City, OK	Initial
May 17-18	Rochester, NY	Recurrent
May 17-18	Phoenix, AZ	Recurrent
June 7-8	St. Louis, MO	Recurrent
June 21-22	Milwaukee, WI	Recurrent
July 12-13	Windsor Locks, CT	Recurrent
July 12-13	Ypsilanti, MI	Recurrent
July 17-21	Oklahoma City, OK	Initial
July 24-25	NDPER@OSH	Recurrent
July 26-27	Portland, ME	Recurrent
Aug. 22-23	Los Angeles & Longbeach	Recurrent
Aug. 24-25	Van Nuys, CA	Recurrent
Sep. 13-14	Little Rock, AR	Recurrent
Sep. 13-14	Winston-Salem, NC	Recurrent
Sep. 20-21	Fort Worth, TX	Recurrent
Oct. 2-6	Oklahoma City, OK	Initial
Oct. 18-19	Columbus, OH	Recurrent
Nov. 1-2	Memphis, TN & Jackson, MS	Recurrent
Nov. 1-2	Honolulu, HI	Recurrent
Nov. 15-16	Lubbock, TX	Recurrent
Nov. 27-Dec. 1	Oklahoma City, OK	Initial

NOTE: Situations may arise that would require some seminar dates to be changed. For planning purposes, always check with your FSDO or our web site for conformation.

REPLACING PLAN OF ACTIONS

The FAA is seriously considering the establishment of an Airman Evaluation Program. This program is still in the development stage and if approved, will introduce the Airman Performance Report (APR) testing forms. These new Airman Performance Reports would replace the personalized **Plan Of Actions**, previously developed by each designee.

Pilot Testing. Areas of operation for pilot certificates and ratings will be integrated into approximately fourteen APR forms. These forms replace and standardize the detailed plan of actions currently required by the practical test standards and Pilot Examiner's Handbook. Pilot APR forms are currently being reviewed and is under going a testing phase. If the testing phase proves successful, the Airline Transport Pilot (ATP) form would probably be the first APR testing form to be released. No official date has been mentioned.

Mechanic Testing. If approved, the "Aviation Mechanic-Airman Performance Report" could replace the "Airframe and Powerplant Mechanic Oral and Practical Test Planning Sheet."

Failed Test. When an applicant fails to meet the standards, the examiner will simply mark the box on the APR form. There is some speculation that if the program is implemented, the requirement to complete an FAA Form 8060-5, Notice of Disapproval of Application, may not be necessary.

The required comment for a Notice of Disapproval will be entered in the remarks section of the APR. The applicant would receive a copy of the APR marked 'copy only' in the remarks, and the original would be forwarded to AFS-630. The applicant's copy must be presented to the examiner when a new test is initiated.

Other Airman APR Forms. The APR forms for Parachute Rigger, Flight Engineer, Flight Navigator, and Aircraft Dispatcher are still being developed.

Keep in mind, that none of this information is official, and will not become official until it is released in the form of an Order. Also, information concerning distribution of APR forms and specific administrative procedures must be obtained from the Order itself. This Order will be posted in our Web site as soon as it is released. Designees can also check with their POI.

TEMPORARY AIRMAN CERTIFICATE

It has come to the attention for the Airman Certification Branch, AFS-760, that Aviation Safety Inspectors and Designated Pilot Examiners are submitting commercial versions of the Temporary Airman Certificate, FAA Form 8060-4. Only certificates from the FAA official FormFlow software program, or Airman Certification and Rating Application (ACRA) forms shall be accepted by AFS-760. All other commercial versions are not acceptable for certification at this time.

Volume 11, No. 4 of the Designee Update, October 1999, addresses the use of commercial version of the airman application. **ASI's** and **DPE's** must ensure that the correct forms are submitted for proper certification. Please contact your local district office if you have any questions about the current versions of acceptable forms.